

Production of Bison and Bear Aircraft

1. Introduction.

The Soviet capability to produce the Bison and Bear heavy bomber aircraft is established by the fact that the aircraft exist. [REDACTED]

2. Production of Bison Aircraft at Plant No. 23.

The Soviet jet heavy bomber, the Bison (M-4) was initially [REDACTED] at Moscow/Ramenskoe [REDACTED]. In the rehearsals for and during the 1954 May Day Moscow Fly-by, one Bison was observed and photographed on four occasions. In early 1955 Bison aircraft was observed on five separate occasions either airborne or on the ground at Plant No. 23, Fili, Moscow. From 1 to 12 Bison were observed during the 1955 May Day and Aviation Day Air Shows. [REDACTED]

[REDACTED] through May 1955 some 12 Bison had been serially produced with 3 prototypes having been constructed. The first series produced Bison was probably completed in January 1955.

indicate the following production of Bison aircraft:

	<u>Cumulative Production of Bison Aircraft</u>
1953	1
1954	2
1955	23
1956	48
First Quarter 1957	54

NSA review completed

During 1956 the configuration of the Bison was changed to what is commonly referred to as the long nose, no tail dihedral Bison. 19 Bisons of this new configuration have been produced.

3. Production of Bear Aircraft at Plant No. 18.

Initial [redacted] Bear (TU-95) occurred at Moscow/
Remenskoe [redacted]

[redacted]

The first public showing of Bear to Western observers took place during the annual Soviet Air Show at Moscow-Tushino on July 3, 1955

[redacted]

The seven Bear aircraft seen in July 1955 airshow were probably all or a part of an experimental or limited production series [redacted]

[redacted]

indicates that approximately 15 Bear aircraft had been produced at Plant No. 18 by the end of 1955. [redacted]

[redacted] indicate a production rate of approximately two aircraft per month. The production of Bear aircraft is therefore believed to be as follows:

Cumulative Production
of
Bear Aircraft

1955	15
1956	39
First Quarter 1957	45

The estimate of the production of Bear aircraft is not considered as reliable as the Bison production estimate. [redacted]

[redacted]

4. Other Factories Capable of Producing Bison and Bear Aircraft.

The only airframe plants in the USSR believed to be capable of producing either the Bison or Bear aircraft other than Plants No. 18 and No. 23 are as follows:

Plant No. 1, Kuybyshev
Plant No. 22, Kazan
Plant No. 39, Irkutsk
Plant No. 64, Voronezh

Three of these plants, Plants No. 1, 22, and 64 are currently engaged in production of Badger (TU-16) aircraft. Plant No. 64 appears to be phasing the Badger out of production in preparation for production of the Ukraina, a turboprop transport. The evidence indicates that production of Badger is continuing at Plants No. 1 and No. 22. Plant No. 39 is believed to be phasing the Beagle (IL-18) out of production and to have started production of the Camp, a turboprop assault transport, and possibly the Ukraina.